

TWIN CITY RAPID TRANSIT CO.
MINNEAPOLIS 3, MINNESOTA

FRED A. OSSANNA
CHAIRMAN OF THE BOARD
AND PRESIDENT

June 12, 1953

Mr. D. Thomas Bergen
McCulloch C-30
Soldiers Field Station
Boston 63, Massachusetts

Dear Mr. Bergen:

In accordance with your request, I am pleased to enclose herewith transcript of my remarks made at the time of the presentation of Car No. 1267 to the New England Electric Railway Historical Society.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Fred A. Ossanna".

FRED A. OSSANNA
President

FAO:ml
Encl.

Transcript of remarks made by Mr. Fred A. Ossanna, President and Chairman of the Board of Twin City Rapid Transit Co., of Minneapolis, Minnesota, on the occasion of presentation of streetcar #1267, gate type, to Mr. D. Thomas Bergen, representing the New England Electric Railway Historical Society, Inc.; on Wednesday, June 10, 1953, at 10:30 A.M.; the representatives of the press, radio and television and officials of the Company being present.

"Mr. Bergen, it is with great pleasure that we of the Twin City Rapid Transit Co. are able to present to you, on behalf of the New England Electric Railway Historical Society, Car No. 1267. This car is one of the real old-timers on this system and we have a feeling of regret as we part company with this car that has been in service for almost a half a century, to be specific, 46 years. It has travelled a distance almost ten times around the world and carried during its service passengers totalling the present population of Wisconsin, Minnesota, Iowa and Nebraska.

Our Twin Cities were in swaddling clothes when it first made its appearance, and the routes used for transportation were definitely limited. I imagine if it could speak, it would tell of the many worrisome days going over the same old path many times a day, day in and day out for 46 years. It has been a faithful old car and we are happy to know that it will rest in the Valhalla which you provide for the distinguished relics of the past.

Just think for a moment what has happened since the button was first pressed, electrifying this car on its way in the service. Our whole economic and industrial system has changed. So have our social conditions. From an agricultural, we have become a great urbanized country with teeming millions everywhere in our cities. The automobile, radio, television, airplane and finally the atomic bomb have been added to thousands of other inventions and improvements in all the phases of science. Truly we have become a changed nation -- one which was strictly minding its own business in the early part of the 20th century and which, in the middle of the 20th century, has spread its power, men and materials in every corner and isle of the world.

As you know, we are converting our system from an electric and railway system to one which henceforth will convey all our people on rubber. It is in keeping with the times and of necessity must be done. If we were to respond purely to our emotional feeling, we would keep all these old servants, but progress commands that we make a change.

This change will, of course, be useful too in our playing our part in any Civil Defense emergency. The mobility and speed of the new 51-passenger, air-suspension, diesel buses will insure the people of the Twin Cities far more protection than anything else that we know of in transportation. We recognize our responsibility not only as the transportation agency, but feel that we must play our part also in the protection, as well as promote the welfare, of the people of our area.

Let me say again, therefore, that it is with great pleasure that we are able to give you this car and we hope that it will be a valuable adjunct to your fine collection, which, I understand, contains every type of railway vehicle that has ever been used in the United States. My compliments to your fine society."